

Public Works (1895) Department.

G.O., No. 767 R

DATED 14th Nov

[Despatch Abstract.]

Division of the E.C. Ry. for working
purposes

Letter to the Govt. of India forwarding
Copies of certain correspondence on the
subject of the — between the Madras
and the Bengal Nagpur Railways

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

OFFICE OF THE CHAMBER OF COMMERCE;

COCANADA, 1st October 1895.

FROM

The Chairman,

Chamber of Commerce.

COCAYADA.

To

The Secretary to Government,

(P. W. D.) Railway Branch,

OCTACALUND.

SIR,

The Chamber have heard that Government contemplate dividing the East Coast Railway into 2 sections, and handing over the first, from Bezwada to Vizianagaram, to the Madras Railway Company, and the second section, from Vizianagaram to Cuttack, to the Bengal-Nagpur Railway Company, and desire most respectfully to record their strongest protest against any such partition.

The Chamber see no valid reason why the East Coast Railway should not stand on its own merits and be made over as a going concern to a Company specially formed to work it.

The East Coast Railway has within its own sphere all the requirements of a successful undertaking. It passes through a rich, prosperous and populous country and in its course lies the most sacred shrine of the whole of India. The pilgrims visiting the temple of Jagannath at Pooree each year are numbered by hundreds of thousands and this notwithstanding the enormous distances to be covered by the poorer classes on foot and by their more wealthy neighbours in primitive country carts. It requires little imagination to form a picture of the extent of this pilgrim traffic, when the line is completed and linked up with the Northern lines. Inland from Vizianagaram there is room for large ramifications, and several hundred miles of profitable lines might be laid down. A vast tract of rich country is only waiting for a Railway to open it up.

The Chamber feel strongly that Government should lay before the Public the present position and capabilities of the line and advertise their readiness to enter into negotiations for its sale, and then if capitalists decline to come forward there will be ample time to have recourse to the Bengal-Nagpur and Madras Railway Companies. The Chamber cannot, but deprecate the policy which seeks to dispose of, by private contract, an undertaking of such magnitude and this in opposition to the wishes and interests of the country for whose benefit the line was initiated.

Handed over to the two lines already mentioned, the future is not difficult to foresee. Each Company will use its utmost endeavours, and only too successfully, by preferential rates and sliding scales, to draw the whole of the traffic to Madras and Calcutta respectively, and the Coast Ports and Coast Trade will be left practically to starve.

The Chamber say nothing of the political aspect of the question; of the desirability in the interests of the Empire of creating an impregnable Harbour of Refuge and refitting basis on the Coromandel Coast. Vizagapatam is marked out for this position; that is, Vizagapatam as the centre of the East Coast Railway system. But as a town dividing 2 Rival Railway Companies, it must ever remain what it now is, a position of great possibilities, but with nobody interested in its development.

The Chamber desire to take this opportunity of impressing upon Government the absolute necessity of proceeding with the construction of the Godavari Bridge. The break of bulk is the cause of much inconvenience and loss to merchants and very serious loss of revenue to the Railway. Were the bridge an accomplished fact, the goods traffic would receive an enormous impetus; many thousands of tons are now lost to the Railway simply from the risks attending the break of bulk.

I have the honor to be,
Sir,

Your most obedient Servant,

J. Innes.

Chairman,
Chamber of Commerce,
Cocanada.

S.R.

may be forwarded to India in continuation

of No 57112.

J.H. 11/10

Recd. 14/10

Recd: 11.10.95

405-P

THE GODAVARI DISTRICT ASSOCIATION,
Godavari District, Madras.

Coconada, 24th October 1895.

From

The Secretaries,

Godavari District Association,
Coconada.

To

The Secretary to Government,

Public Works Department, Railway Branch
Madras.

Sir,

1 With reference to the proposal said to be under the contemplation of the Government of India to apportion the East Coast Railway into two sections, and make them over to the Madras and the Bengal Nagapore Railway Companies, we are desirous by this Association to submit the following representation for the favorable consideration of His Excellency, the Governor in Council and to request that the same may be forwarded to the Government of India.

2 The Association begs to observe at the outset, that it is premature to entertain proposals for the transfer of the management of the line to a private Company, before its completion and before the construction of the bridge across the Godavari.

U. I. S. P.

Godawari. It is only when the line is fully completed that the traffic will be sufficiently developed and that a correct estimate of its remunerative character can be formed. The data now available to the Government to calculate the probable returns from the line should be necessarily meagre in its present state, and must lead to erroneous results in the decision of the question as to the terms on which the line may be made over without loss to the State.

3. It is a point of great importance to have all the requisite funds borrowed from Indian creditors, instead of going for them to foreign markets. This is necessary partly to obviate the serious loss by exchange and also from other grounds of political importance. In the opinion of this Association, such a capital would be forthcoming on moderate terms rather after the completion of the line than while it is in course of construction. Moreover, the line having been originally opened by the Government not as a commercial undertaking but for the protection of the tract of the country through which it passes, from famines &c, and there being many unopened portions of the said tract which are yet to be connected

connected by branches for the transport of food grains, the Association ventures to submit that the line cannot be said to accomplish its purposes until the said branches are constructed. There is a considerable difference between the State working the concern from motives of public utility, and a company working it with a view to secure the largest possible return on its outlay. The Association feels confident that the line will prove a financial success if sufficient time be allowed for trial after completion.

4. The Association apprehends that the transfer of the management to two different companies interested in the development of traffic of different Presidencies would seriously dislocate the trade and the result would be that the ports in the Northern Circars will gradually lose their commercial importance. Between two powerful companies — one striving in its own interests to divert the trade to Calcutta, and the other to Madras — the voice of the local merchants would be nowhere heard and the Association views, with deep concern, any arrangement which would have the effect of diverting

diverting the traffic from the established centres. If the transfer of management be resolved upon it is desirable.

- (1) that the line is transferred to a company that has no interests adverse to those of the trade in the Northern Circars, and,
- (2) also, that the line is transferred to a single company, so that there may be no conflict of interests between the two sections of the same line in regard to traffic.

5 In conclusion, the Association prays that His Excellency in Council may be pleased to submit a recommendation to the Government of India accordingly.

We have the honor to be
Sir

Your most obedient servants.

D. Subramanyam

D. Ramasubbiah
Secretaries.

P. M. CURRENT No. 8277

Recd: 28.10.95

43 C.P. 12316

Code Class *DN* INDIAN ~~TELE~~ TELEGRAPHS. Month: Number:

To *Madras.* From *Aska Gov*
(Office) (Office)

Words	Day	Hour	Minute	Signal	Special Instructions
119.2	22	17	30		<i>Spk.</i>

To *Secretary to Govt* From *J. J. V. Minch*
(Person) (Person)
Railway Branch.

*Just seen Madras Chamber.
Letter 24 August placing
arissa ganjam railway under
Bengal Nagpur direction shows
prescience of government of
India precisely because former
ethnographically and geographically
we are one with the
central provinces and within
the legitimate sphere and
interests of that line
on recurrence of famine
it is from central
provinces and not from
southern districts arissa and
ganjam would draw their*

64 Word Form

From	To	By	At	Time	By	At	Time

TELEGRAPH MASTER.

MADRAS 22-10-

4438

INDIAN TELEGRAPHS. Month Number.

To (Office)		From (Office)	
Words	Day	Hour	Minute
		Official Instructions	

To (Person)	From (Person)
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Supplies to Bay ^{II} nothing of advantage to this presidency of large trade in salt that will be opened up with the Central provinces may I beg to say of this telegram be attached to any reference on the subject to Government of India.

64 Wudu Form

F.C.S.

ER

insert letter

Indian Chamber's letter & enc. of 1.50 5 lines to be
Ministers have been taken care of
of this case for circulation 10.15
Halter remind that this day from
Constitutional Chamber of Commerce.

Sent from	LM	Sent to	LM
At	How	At	How
Via by		Via by	

WALHES 22-10-11
Telegraph Master.

P. M. CERT. NO. 8168

Recd. 23.10.95

767R

Since the return from
circulation of the petition
of the Coconada Chamber
of Commerce -

2. The Jodavari District
Association submit a pe-
tition urging that the least
costly be managed
by ~~the company~~ as one
complete line - but the
arguments used therein
that 2 rival lines com-
peting for collection & ma-
nages respectively would in-
jure the local merchant,
is an argument in favour
of the competition as be-
nefitting the producer whose
interests are (before foot.)
greater than the merchants
interest -

3. Mr. Minchin of Cokke
also forwards a telegram
urging that his view be
pressed in the foot. of the
dia. - which is that the
northern provinces ^{of India} are in-
timately connected with
the central provinces of
India, & that the Royal

Haffner Ry are the proper
Co. to continue the working
to -

4. I do not think these
petitions should as a
matter of course go on to
the Govt. of India.

5. It would be preferable
to attach a copy to our
letter to India & telegraph
to the Secy of State that
the Madras Govt. may be
allowed to express its views
before any decision is come
to.

6. I suggest that the whole
of the three 3 petitions be
for the present held back.
7th Dec 25/95

Circulate again
H.E. the former
and M. Allen
and M. Jones

Mr. Secretary to Government
Mr. Secretary to the Board
Mr. Secretary to the Railway
Mr. Secretary to the Chamber of Commerce

Director of Public Works
Director of Railways

I think they should be forwarded
to the authority for whom they are
meant - for whatever they may be
worth - without any remark.

W
29 Dec
31/10/95
28
31/11/95

Issue on return
from circulation
7th Dec 25/95

Issue from 12/11/95

H.E. 24/10. 22/10
Circ. 28/10. 24/11

No.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH

To
THE Secy. to the Govt. of India
P. W. Dept.

October 1895.

Sir,

In continuation of
my letter no. 571 R dated
12th September 1895, I am
directed to forward here
with a petition from
the Chamber of Commerce
Cochin against the
division of the East Coast
Railway for working pur-
poses between the Madras
& the Bengal Nagpur Ry.
7th Dec 25/95

At Council

Cir 16/10

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH13/-
38 P

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

14th Nov. 1895.

Sir,

In continuation
of my letter No. 571 R of
12 September 1895, I
am directed to forward
herewith ^{copies of} the correspondence
noted in the margin
on the subject of the
division of the East Coast
Railway for working
purposes between the
Madras & the Bengal
Nagpur Railway.

1. Letter from the Chairman
Chamber of Commerce
Cocanada of 1st Oct 1895.

2. Letter from the Secretary
Godavari District Association
Cocanada of 24th Oct 1895.

3. Telegram from F. J. P. Muni.
Chir. No. of 22 Oct 1895.

Documents accom^d.

Papers noted in the margin
Fair despd in R office
on 14.11.95

B/-
no 767 R. dated 14.11.95

25/11